

HUNT SHIP FOR A BROKER

CREDITORS HAD A NE EXEAT FOR ISAAC B. NEWCOMBE.

If He Was on La Touraine He Would Have Been Served—He Had Turned Stock Exchange Seat Into Cash and Various Note Holders Wanted Part.

Shortly before La Touraine's hour for sailing yesterday a taxicab came tearing down Morton street. Before the cab came to a halt at the French Line pier a deputy United States marshal popped out of one door and Frank B. Vermilya, a lawyer of 5 Nassau street, popped out of the other with a writ of ne exeat for Isaac B. Newcombe.

Mr. Newcombe is a broker with a lot of debts, who turned his only tangible asset, a seat on the Stock Exchange, into cash a few days ago. Some of his creditors heard on Wednesday that Mr. Newcombe was planning to go abroad. Mr. Vermilya was engaged that afternoon and spent half the night drawing up papers. As soon as the Federal court opened in the morning he filed a petition in bankruptcy against Newcombe and got the writ from Judge Hough forbidding the broker to leave the country on the ground that he was fleeing his creditors with his assets.

The writ was signed at 9:10 and the steamship sailed at 10 o'clock sharp, so that when the taxicab with the lawyer and the deputy marshal got to the pier there was need to hurry.

"Which is Mr. Newcombe's steamer?" panted Mr. Vermilya to one of the stewards.

"Je ne comprends pas," said the steward. "Vouillez, chercher M. le Commissaire."

Mr. Vermilya isn't strong on French, but he knew that M. le Commissaire must be a title, so he and the deputy marshal went up and down the ship roving for M. le Commissaire.

M. le Commissaire turned out to be a pursuer, and the only man on board apparently who even professed to know English.

They asked him for Mr. Newcombe, and M. le Commissaire wanted to know why they wanted Mr. Newcombe, and he wanted his answer in French. Mr. Vermilya didn't know the French for ne exeat, but he explained the best way he could that Mr. Newcombe was wanted very much in legal matter. It took a lot of time to make this point clear. When they had it all explained so that M. le Commissaire understood, it turned out that M. le Commissaire was desolated, but he had not the honor of M. Newcombe's acquaintance. So the lawyer and the deputy marshal had to take up the search alone.

They found Mr. Newcombe's steamer, and his wife and his son and his baggage, but they didn't find Mr. Newcombe. Finally the ship gave a little tot and the deputy marshal and Mr. Vermilya had just time enough to jump to the dock before La Touraine started for France.

Mr. Newcombe has not been found yet. He has been living at Breton Hall, Broadway and Eighty-sixth street. The telephone operator said over the wire that Mr. Newcombe's apartment didn't answer, and that he had been paged and not found. Mr. Newcombe has not been seen around the hotel since Wednesday night, and he did not accompany Mrs. Newcombe when she went to the steamer yesterday morning.

The creditors who signed the bankruptcy petition are George A. Lee, who lent Newcombe money amounting to \$245 at various dates from April 20, 1904; Samuel H. Parsons, who holds seven notes for \$1,110 made by Newcombe between June 2, 1904 and September 22, 1906; and Ellery S. McNaull, who holds a note for \$100 made to Mr. Parsons on April 29, 1904. Besides these creditors, Mr. Vermilya represents three or four others, bringing the total amount of claims against Newcombe up to about \$60,000. All the indebtedness is represented by notes of hand.

It has been ascertained that Newcombe owes a large amount of money elsewhere, all the form of note. One creditor alone holds \$73,000 of these. One other has \$20,000. Mr. Newcombe was suspended from the Stock Exchange for a year in 1906 and in 1904 he was again suspended for the maximum period of five years. On April 19, 1906, he was put into bankruptcy with liabilities of \$640,490, of which \$282,527 was alleged to be secured by hypothecated stocks. His assets were \$85,075, consisting of a watch and a seat on the Stock Exchange. It was said at the time that practically all of this indebtedness was due on stock transactions. This bankruptcy proceeding was closed up by Referee Macgregor Cox on April 1 last without any application for a discharge. The trustee in bankruptcy was unable to recover any money for the creditors.

Mr. Newcombe was admitted to the exchange in 1909. He is one of the oldest brokers on the board. When he was first admitted memberships were selling at about \$500, and this asset, which is the only one known, in now worth \$85,000 or more.

Mr. Newcombe was a member of the firm of Isaac B. Newcombe & Co., in which Camille Weidenfeld was a member, and of Stewart Brown & Co. Mr. Brown obtained four judgments against Newcombe, aggregating \$40,651. While Mr. Newcombe was suspended he is said to have got releases from many of his broker creditors on the representation that the new fact of his eligibility for reinstatement would not avail him anything unless he could clear himself of the bankruptcy suit owing to the stock of the Stock Exchange which requires that every member shall be required to show solvency.

Many of his creditors accordingly are said to have taken his notes for their claims under the impression that Mr. Newcombe would thus be allowed back on the exchange and that he would meet his indebtedness from the proceeds of his business. Once he was reinstated, however, he sold his seat almost immediately, paid Stewart Brown's judgments and then, according to statements made in the petition filed yesterday, admitted in writing to Mr. Lee that he had turned a sum of money between \$25,000 and \$40,000 over to his son, Burr Newcombe, a curb broker.

AUTO MOWS DOWN TROOPS

Serious Mishap at Practice Manoeuvres in England—One Killed Outright.

Special Cable Despatch to The Sun. LONDON, Aug. 12.—A motor van belonging to a London newspaper ran into a detachment of territorial troops, who were marching near Trowbridge, Wiltshire, about 4:30 o'clock this morning. One man was killed, another is expected to die, two were seriously injured, six painfully hurt and a score had cuts and bruises.

The troops were out in connection with practice manoeuvres, now being held for the territorial regiments. The detachment consisted of 104 men of the Fourth City of London Royal Field Artillery. They were making their way along a road in the early dawn when the motor car overtook them.

A light mist concealed the men from the driver of the car and they did not hear its approach because they were singing as they marched. The car, which was travelling at a high rate of speed, rushed into the midst of their ranks, hurling the men in all directions. When it was half way through the column it was stopped and the driver was seized by the soldiers.

After work that occupied most of the night the officers and men were marching to headquarters at Rolleston Camp, Salisbury Plain. The men were formed in column of fours. They had just let one automobile pass when the newspaper car running downhill struck them in the rear and ploughed its way through the entire column, leaving only about thirty men on their feet. It is considered marvellous that the death list is so small.

The car was a 40-50 horse-power model. The driver says he was making twelve miles an hour. The officer commanding says the haze was light and he could easily see 150 yards ahead. The column had only a few minutes before inclined in time to let pass a car that was going at least thirty miles an hour, and it had barely straightened out when the second car, running with a free engine, rushed along the centre of the road, striking the men down like a flail.

The driver had to be placed under guard to save him from the infuriated soldiers.

W. A. CHANLER WANTED.

He's in Europe While Campaign Boomer Are Biting His Brother.

On a motion before Supreme Court Justice Goff yesterday for the appointment of a commission to take the testimony of William Astor Chanler in Paris or Venice as a witness for his brother, former Lieutenant-Governor Louis Stuyvesant Chanler, in the suit brought against the latter by William F. Clark for \$20,000 for public work in bombing Chanler for the Presidential nomination last year.

The testimony of the defendant said that while William Astor Chanler is the chief witness for the defence it has been difficult to induce him to give his testimony.

The attorney said that the case was scheduled for trial on June 8 last and that William Astor Chanler sailed for Europe on the 5th. Then the case was adjourned to the October term with the understanding that the witness would return before that time. A cablegram from him on August 2 said that he would not be back this fall, and the defendant then moved for a commission to take the testimony.

MacDonald De Witt, counsel for Clark, opposed the appointment of a commission, saying that he hadn't been assured that William Astor Chanler knew anything about the alleged contract with Clark and that he wanted an opportunity to cross-examine him. He said all that the papers set forth is that William Astor Chanler was present at a conversation participated in by his brother, Clark and William T. Manning, now dead, who is alleged to have made arrangements for Clark's publicity work.

"The witness appears to be in Europe merely on a pleasure trip," said Justice Goff. "What insurmountable obstacle is there to keep him from returning in time for the trial?"

"All we know is that he won't come," said counsel for the defendant. "We haven't got control of the witness. We were lucky to get him to consent to give his testimony before a commission. My client cannot compel his brother to appear for the trial. He is not his brother's keeper."

The Court took the papers but intimated that he would make an order adjourning the trial. He said that he was opposed to having a commission appointed because testimony by commission is unsatisfactory.

BOYS FALL FROM A CLIFF.

Rescued Badly Hurt From Where He Landed. 350 Feet Above a Lake.

HACKENSACK, N. J., Aug. 12.—Nearly every member of Company C of Hackensack, United Boys Brigade of America, had climbed the steep cliff overlooking their camp at Newfoundland and Waite Broughton, the smallest youngster of the company, late on Wednesday afternoon decided to do the same.

This cliff is a rugged affair about 500 feet high and resembles that part of the Palisades at Alpine. At the foot of the mountain is a pretty lake. With Waite were Donald Bush and Henry Kneekel. They had climbed the cliff before and knew the trail. Their little companion when near the top thought to fool them, and he started up a new trail, intending to hide behind a huge boulder. A stone gripped by Private Broughton, who is about 14 years old, fell from its place and bounced over his head. The Broughton boy then dropped fully seventy feet, crashing through trees as he went. Both legs were broken above the knee and one leg was also broken near the ankle. The lad lay there nearly an hour before the searching party found him. The entire camp was aroused and word was telephoned to Dr. Drake of Newfoundland, who with a nurse climbed the mountain side to reduce young Broughton's injuries.

MINISTER WU IS RECALLED

NOBODY HERE SEEMS TO KNOW WHY, BUT HE'S GOING HOME.

His Present Service the Second Mission He Has Had in This Country—Effective Aid to Us in Boxer Troubles—His Quaint Manners—His Career.

WASHINGTON, Aug. 12.—Wu Ting-fang, the Minister of China to the United States, has been recalled and will be succeeded by Chang Yin Tang, deputy vice-president of the Chinese Board of Foreign Affairs. The reasons for this action on the part of the Chinese Government are not known here. Officials of the Chinese legation say they are in the dark and the State Department has not been informed officially of the intention of Peking to withdraw the Minister.

All that the legation will say is that Mr. Wu is recalled to Peking for further assignment. The Minister himself is now in South America. He is Minister to Peru as well as to the United States, and he left here several months ago for Lima, where he intended to present his credentials to President Leguia of Peru.

This is the second time Mr. Wu has been recalled from his post in Washington. He first appeared here in a Ministerial capacity in 1897. He immediately became one of the most picturesque figures in the Diplomatic Corps. His English was perfect and his Oriental inquisitiveness, which was always naive and bold, was a source of great amusement and sometimes embarrassment. He was in constant demand for speeches on public occasions and was really the most popular diplomat of them all.

Mr. Wu became very American in his ways and sent his children to school here. In the meantime his people at home were watching him closely and with some disapproval. In 1902 he was recalled suddenly. There has never been a full explanation for the withdrawal, but it is pretty well understood that the authorities in Peking resented his intimacy with Americans and American ways.

Had it not been for the assistance of Mr. Wu it would have been practically impossible to get messages into the legation at Peking during the Boxer troubles. The Minister helped the State Department much in those days and this was resented by the authorities at home.

There were rumors that the Government in Peking intended to punish him severely, and it has been said that the State Department, hearing this report, made representations to China concerning the matter, intimating that the United States could not tolerate it. So the Minister was sent to an inferior position in the Foreign Office. With the growth of power of the reformers in China Mr. Wu was restored to a place of influence, and in 1907 he was selected by Minister to the United States to succeed Sir Chen Liang Cheng. He presented his credentials to President Roosevelt on March 11, 1908.

There is nothing here to indicate that Minister Wu is in trouble with the Government at Peking. The attaches of the legation say that he is to be put at work at home, but just what they do not know. There were rumors that the Minister would be taken away from Washington two or three months ago. They dropped out from Shanghai and Peking. Mr. Wu said at the time that he did not believe he would be withdrawn.

Minister Wu has not been so much in evidence during his recent service in the United States. During the period between 1907 and 1902 he was glad to return to his post for the second time and his friends regarded his reassignment to Washington as a vindication of his attitude which led to his first recall. His welcome from President Roosevelt when he presented his credentials was cordial and the Minister was complimented for his previous efforts to strengthen the bonds of friendship between this country and China.

There was nothing in what President Roosevelt said to support the stories that the Government here was not inclined to approve of his reappointment. According to a well known and reasonably well established Washington story the Minister was at one time privately and personally dismissed by the State Department for his zeal in the interest of certain legislation pending before Congress, but the matter never went so far that the State Department made any representations to China on the subject.

ADELBERT HOYT CAUGHT.

Real Estate Broker Who Forfeited \$5,000 Bail Arrested in London.

The District Attorney's office has received word of the arrest in London by Lieut. Flood of Adelbert Hoyt, who was indicted in August, 1907, on charges of grand larceny and forgery and forfeited \$5,000 bail by his disappearance on October 18, 1907.

Hoyt was arrested on the complaint of Mrs. Julia W. Porges of 480 West 116th street, who accused him of forging her name to checks and to a power of attorney in real estate transaction involving \$11,000. Hoyt was a real estate man and Mrs. Porges's agent. He lived at 214 West 107th street and had desk room in the office of Jesse C. Bennett & Co., real estate men at 2296 Broadway. Assistant District Attorney Turnbull recently learned that Hoyt was in London and sent the necessary papers to Flood, who had gone to England on another mission.

NEW BRIDGE DYNAMITED.

Contractors Had Had Trouble With Their Workmen.

CINCINNATI, Aug. 12.—An explosion of dynamite caused by unknown persons in an attempt, it is believed, to destroy the construction work for the Cincinnati Southern Railroad's new bridge in the west end of the city did much damage to buildings and caused great excitement in the vicinity to-day.

Windows were blown from several buildings blocks distant. In one house an infant was tossed from a bed to the floor, but was not seriously hurt. Several pedestrians were slightly out by flying glass.

The only damage to the bridge was the shattering of several girders. The contractors in charge of the work have had trouble with their workmen.

PRINCE HENRY PROTECTOR

Of the American Expedition to Be Held in Berlin Next Year.

The management of the American exposition to be held at Berlin in May, June and July next year by American manufacturers announced yesterday that Prince Henry of Prussia had consented to assume the protectorate of the exposition.

The committee is composed of Herman Ridder, J. Edward Simmons, Frederick Delmar, Dr. George F. Kunz, Charles-Edmond Towne, Louis C. Tiffany, C. S. Schwab, P. H. Stillman and Emil H. Boas. It asked the German Ambassador, Count von Bernstorff, to request Prince Henry to take the protectorate because of the interest he has shown in America. Prince Henry accepted, whereupon the committee cabled him as follows:

"The undersigned confidently expect that the exposition will be a worthy representation of American industries and fine arts and hope it will contribute greatly toward strengthening the cordial relations and promoting commercial intercourse between the two countries."

Yesterday this cablegram was received from Prince Henry:

Greatly appreciate kind telegram. Am anxious to undertake any task toward promoting commercial intercourse and good feeling between our two countries."

ESCAPES BY LEAP FROM TRAIN.

Prisoner Charged With Murder Outwits Sheriff and Gets Away Unhurt.

BALTIMORE, Aug. 12.—Scott Johnson, charged with the murder of James McAllister, a farm hand, near Rising Sun, Md., about two months ago and who, it is alleged, confessed the crime to the California authorities, jumped from a train near York, Pa., to-day while in the custody of Sheriff Hager of Cecil county, who was bringing him East.

All the way across the country Johnson was tractable, but Sheriff Hager took no chances and kept him handcuffed and manacled. The Sheriff and his prisoner reached Harrisburg this morning and started for Baltimore, occupying a seat in the last car of the train. As the train was pulling out of York Johnson asked to be allowed to go to the toilet. The Sheriff saw no reason to object, removed the handcuffs and manacles and accompanied Johnson. As the prisoner reached the toilet he suddenly shoved the Sheriff aside, made a dash for the door and jumped over the rear platform rail.

Johnson's body rolled along the road-bed for a few seconds, and then the Sheriff ran to the rear end of the train and saw him straighten up, shake his fist and stalk off into the underbrush.

Sheriff Hager appealed to the conductor to stop the train, but the latter refused to halt until New Freedom was reached. There Sheriff Hager left the train and getting carriages started back with a hurriedly organized posse.

GLEN CURTIS IN PARIS.

His Aeroplane Hastily Passed by Customs House and Rushed to Rheims.

SPECIAL CABLE DESPATCH TO THE SUN. PARIS, Aug. 12.—No time was lost in unloading the four cases containing Glen Curtis's aeroplanes from the steamer La Savoie. She arrived alongside her wharf at about 10 o'clock this morning, and the cases were at once discharged and passed by the customs officials, the proceeding being a mere formality.

The cases were placed on board the midday train and arrived in Paris at 4:25, early enough to be forwarded to Rheims the same evening, so that instead of having only three days for tuning up, as Mr. Curtis expected, he will have ten.

Cortlandt Bishop sent his secretary to meet Mr. Curtis at Havre and invite him to stay at Mr. Bishop's place near Rheims until he moves closer to the aerodrome. Rooms for Mr. Bishop have been engaged in the village priest's house in Bethany, in proximity to the course.

M. Lahm, as representative of the French Aero Club, met Mr. Curtis in Paris.

WILLARD FLIES TWICE.

Will Try Later to Take Trophy Away From Curtis.

Two flights of three miles each were made at Mineola, L. I., yesterday morning by Charles F. Willard in the Curtiss aeroplane. In both trials Willard flew over a roughly outlined triangular course. He attained a height of about sixty feet, soaring above treetops and over telegraph wires. In the last trial he remained aloft 4 minutes and 30 seconds.

Preparations are being made for a big demonstration on Sunday morning, when the aviator will try for an endurance record.

It is proposed to enter Willard for the Scientific American trophy, at present held by Glenn H. Curtiss, who won it in a flight of 52 minutes and 30 seconds.

GERMAN BALLOON IN RUSSIA.

Frontier Guard Examines Officers' Passports and They Go Their Way.

SPECIAL CABLE DESPATCH TO THE SUN. BREITEN, Prussia, Aug. 12.—A German balloon carrying some army officers crossed the frontier to-day and descended in the Russian territory. The Russian frontier guard examined the officers' passports and then allowed them to proceed.

CAUGHT A BEAR ALIVE.

Doorkeeper Rebuilt of Washington Makes a Highway Capture Near Fort Plain.

FORT PLAIN, N. Y., Aug. 12.—Several weeks ago a bear roamed into Fort Plain, in the Mohawk Valley, a town of 600 people, and was killed within a mile of the post office. Yesterday another bear came here and was captured alive by Emil Rebill, a House of Representatives doorkeeper who is spending his vacation here. Rebill and his wife were driving about a mile from the village when the bear appeared in the roadway, greatly frightening their horse. Rebill attacked the bear and finally secured him with a halter, dragging it into town from the rear of the wagon, while Mrs. Rebill did the driving.

Rebill says he will take the bear back to Washington with him.

Witness Army and Navy measures in Boston and along Massachusetts coast. The great turbine steamships TALE and HAWK. Several days direct between New York and Boston. See adv.—Ad.

AEROPLANES FOR WARSHIPS

NAVY WANTS TWO THAT CAN RISE FROM OR ALIGHT ON WATER.

The Specifications Nearly Ready to Submit to Secretary Meyer, Who is Expected to Approve—Four Hours Continuous Flight to Be Demanded.

WASHINGTON, Aug. 12.—If Secretary of the Navy Meyer approves the plan, and officers think he will, the Navy Department will advertise shortly for bids for two aeroplanes which will form the nucleus of the navy's aerial squad. The Department's plans have gone no further than to frame specifications for the two aeroplanes, but back of it all there is a general plan of having an aerial fleet, with the possibility that in the future every battleship and scout boat will be equipped with an aeroplane.

The navy specifications for aeroplanes will be more difficult than those required of the Wright brothers recently by the War Department. The navy will require an aeroplane which will rise from or land safely in the water. It will be required to remain in the air for four hours carrying two passengers and have a speed of forty miles an hour.

While these specifications as compared with performances of aeroplanes in this country and abroad, seem difficult, the experts of the Department think that they will have responses to the advertisement for bids. Some of the officials of the Navy Department talked the matter over with the Wright brothers when they came to sea. An airship, it is thought, would be particularly valuable in scouting for submarines. The plans of the Department now are that the aeroplanes should be carried on scout cruisers. The officers interested have worked out a tentative plan of erecting a covering for the machine on the after bridge.

A shedlike structure could be erected there which would protect the machine from the elements when not in use. When a flight is to be made this shedlike structure could be thrown open. With the cruiser going ahead the airship could be launched easily. Getting the aerial craft back aboard ship presents more difficulties and a feature of aeroplaning at sea which must be worked out.

The experts think that the aeroplane will be developed to such an extent that the control will be perfect enough to bring the machine back to its resting place on ship without difficulty. Until that state of perfection has been reached the aeroplane might be landed alongside and then hauled up over the rail.

The Wright aeroplane, as it is now constructed, without any thought or plan of use on water, would float, according to Wilbur Wright, an appreciable length of time. When Latham fell into the English Channel recently and was rescued after floating for about half an hour some one asked Wilbur Wright if his machine would float in the water. He said that if the Wright machine hit the water at an angle it would doubtless remain on the surface for many minutes and certainly long enough for the operator to extricate himself and adjust a lifebelt. He said further that the double thickness of canvas on the two planes might be made airtight, and that if this were done the machine would float for a long time.

Secretary Meyer witnessed much of the recent work of the Wrights here recently and personally has become enthusiastic on flying machines.

IMMIGRANT BOAT RAMMED.

Only Her Crew on Board—Captain Slightly Hurt by Whirling Wheel.

The steamboat Thomas C. Millard, which carries immigrants from Ellis Island to the various railroad stations, was rammed in the Hudson River opposite the Hamburg-American Line pier, Hoboken, last evening by the Jersey Central Railroad ferryboat Wilkesbarre of the Twenty-third street line.

The Millard was steaming up the river with only her crew aboard to lay up for the night in the Weehawken basin when the Wilkesbarre, bound south for Communipaw, bore down on her. The pilots of both boats signalled their engines to reverse and the orders had been obeyed as the ferryboat struck the Millard on her port side, staving in a small section of the steamboat's rail.

Capt. Fred D. Bailey of the Millard lost his grip on his wheel at the moment of the impact and the revolving wheel struck him, bruising his chest. Nobody on the ferryboat was hurt.

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WITNESS ARMY AND NAVY MEASURES IN BOSTON AND ALONG MASSACHUSETTS COAST.

The great turbine steamships TALE and HAWK. Several days direct between New York and Boston. See adv.—Ad.

MARLBOROUGH RECONCILED?

Mrs. Anthony Drexel Said to Be Bringing Duke and Duchess Together.

SPECIAL CABLE DESPATCH TO THE SUN. LONDON, Aug. 12.—It is rumored that the Duke and Duchess of Marlborough are about to become reconciled owing to the intervention of friends, among whom Mrs. Anthony Drexel is prominently mentioned.

The reunion, should it be effected, will not come as a surprise, as it has been noticed that the Duke and Duchess have been meeting lately more frequently than would seem likely in case of continued estrangement.

The Duchess is now at her country place in Devonshire, which county the Duke is said to be visiting.

HACKETT'S STILL AT ODDS.

Withdrawal of Miss Manning's Suit Not to Be Constructed as Reconciliation.

James K. Hackett, whose attorney, Clifford W. Hartridge, announced on Tuesday night that Mrs. Hackett (Mary Manning) had withdrawn her suit for divorce, made this additional statement last night:

"From this announcement some of the papers have deduced the theory that there has been a reconciliation. I do not wish my attorney's statement—and I have made none whatsoever myself at any time for publication—to be misunderstood. And I therefore wish to state that up to date I regret that this deduction is incorrect."

"JAMES K. HACKETT."

BRINGS A JEWEL FOR TAFT

From the First American Lodge of Masons in England.

Frederick C. Van Duser, who said he was proud of the distinction of being the oldest American resident of London except one, was a passenger by the North German Lloyd steamship Prinz Friedrich Wilhelm, in yesterday from Bremen, Cherbourg and Southampton. He completed his sixty-sixth trip across the Atlantic, the first having been in a fifteen day ship. The Prinz Friedrich Wilhelm, which is not in the express class, covered the distance in less than half that time.

Mr. Van Duser organized the first American Lodge of Masons in England on June 3. They made President Taft an honorary member, and Mr. Van Duser brings resolutions from the London lodge thanking the President for his interest in it and making him an honorary member. Also Mr. Van Duser has a jewel from the lodge that he will present to the President.

INCOME TAX PASSED ALONG.

Connecticut Legislature Leaves Resolution for Action in 1911.

HARTFORD, Aug. 12.—The Connecticut General Assembly this afternoon passed along to the next annual session of the Legislature in 1911 the resolution providing for an income tax amendment to the United States Constitution.

Action was first taken in the Senate, which body without a dissenting vote decided that there was not time for the Senate to properly handle the matter. Then the resolution was transmitted to the House and that branch concurred with the Senate.

NAVAL TRANSLATOR MISSING.

H. K. Fleischer Leaves a Note Saying It Will Be Futile to Seek Him.

WASHINGTON, Aug. 12.—Herbert E. Fleischer, a translator in the office of the naval intelligence bureau and a son of the State Librarian of Massachusetts, disappeared from his home last night, leaving a note which leads the police to believe that he has committed suicide.

Mrs. F. E. Dunro, with whom he boarded, received a note from him apparently mailed on a train which left here last night for New York in which Fleischer said that it would be futile to institute a search for him.

Fleischer has been employed in the Navy Department about two years and his friends can advance no reason why he should want to do away with himself. He is 25 years of age.

GREAT NEW GOLD FIND.

Indications for a Greater Yield Than Cripple Creek or Leadville.

DEVILS, Aug. 12.—In a new district in Colorado and southern Wyoming, inaccessible until the completion of the Moffatt Railroad to Steamboat Springs, a marvelously rich strike of gold has been made, and there is every indication of a camp greater than Cripple Creek, and possibly greater than Leadville.

It is in a high mountain range, forty miles from Hahn's Peak, Route county. Samples of ore assay from \$21 to \$45 per pound, and 7,000 pounds of ore sold at the smelter for \$21,000.

J. E. Kingsbury, the discoverer, is a veteran prospector, and says the district is large and will be a wonder.

TO FLY LIKE AN EAGLE.

Los Angeles Professor Hopes to Prove His "Ornithopter" a Success.

LOS ANGELES, Aug. 12.—Prof. H. L. Twining, head of the department of physics and electrical engineering at the Los Angeles Polytechnic High School, has begun aerial experiments with an "ornithopter," a flying machine with twenty-seven foot wings designed to operate like those of an eagle.

Prof. Twining has been studying bird flight for twenty years and feels confident his "ornithopter" will demonstrate the correctness of the principles he has evolved. The flying machine has no motor. Instead Prof. Twining has devised a system of levers to be operated with hands and feet.

FAINTED AT PROPER TIME.

Telephone Girl Sounded the Fire Alarms and Then Swooned.

THAW BACK TO A MADHOUSE

JUSTICE MILLS SAYS THAT HE IS A DANGEROUS LUNATIC.

The Court's Minute Review of the Case—What He Says of Evelyn Thaw and of White—Sympathy for Thaw's Mother Who Makes Bitter Statement.